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CENTRAL INTELLIGENCE AGENCY REPORT NO.**INFORMATION REPORT**

CD NO. 1

COUNTRY Germany (Russian Zone) MAY 10 9:11 PM '49

DATE DISTR. 12 MAY 1949
25X1A2gSUBJECT Production at the Bayerische Motorenwerke,
Eisenach, and Horch-Werke, Zwickau

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(LISTED BELOW)

DATE OF INFO. February 1949

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SUPPLEMENT TO
REPORT NO.**I. B.M.W. Eisenach - SAG Avtovelo**

- a. The actual automobile production at B.M.W. Eisenach, is 200 2-liter four-passenger cars a month, despite newspaper articles claiming that the production is between 250 and 300 cars a month. This production has been maintained only by the use of equipment and parts which came from Western Germany, and are no longer being delivered.
- b. The gears used to come from the Zahnradfabrik in Friedrâchshafen. The B.M.W. attempted to produce gears themselves, but were unsuccessful. The VFB Maschinen- und Zahnrad-Fabrik Th. Ehrlich in Gotha, Thuringia, has now been ordered to manufacture the gears.
- c. The electrical equipment for the cars used to be produced by Bosch in Stuttgart. An electrical firm in Suhl, Thuringia, has been commissioned to produce the equipment, although they have no previous experience in automotive electrical equipment. The headlights will be made at Firma C.F. Schlothauer in Ruhla, Thuringia.
- d. The real bottle-neck of the automotive industry is the ball-bearing production; the output at Zella-Mehlis is inadequate.
- e. The motorcycle production has sunk to 120-130 a month. These are light-weight motorcycles (350 cu.cm.) primarily intended for export to Scandinavia; they are still being manufactured under the number R 35 and carry the old B.M.W. trade mark.
- f. The B.M.W. plant has been ordered to manufacture a remodeled sports car as well as the four-seater passenger car. This new order is to satisfy the Russian desire for publicizing new technical developments in the Russian zone; the present pro-

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2. Horch Werke in Zwickau.

The Horch Werke have been primarily engaged in overhauling vehicles for the Russians. The repair work has had to be reduced considerably because of a lack of spare parts. The main bottleneck is the shortage of diamond tools.

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